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To: AirportEIR@LongBeach.gov
cc: JackieKell@LongBeach.gov
Subject: LB Airport Terminal Area Improvement Project EIR Comments

My wife and I appreciated the opportunity to hear the reports on EIR scope and findings and details of the Terminal Project last night, November 29. We were impressed with the detailed investigation and relationships of all relevant elements. We found the EIR to be comprehensive and very professionally prepared and presented.

The Long Beach Airport is a unique and invaluable resource in our community. The commercial airline operations supported are essential to the efficient conduct of business and government in our region. Without these commercial air travel links, it would be more difficult for our city to retain existing and attract new business operations that bring tax revenue and jobs to our city.

Personal air travel convenience is very important to us and our neighbors. When a plane passes on final approach over Monlaco Road, we still look up and marvel at our good fortune. I'm sure that the management of the Queen Mary, Aquarium of the Pacific, Marinas, Hotels, etc., also appreciate their good fortune in having this airport that brings so many pleasure visitors to Long Beach.

Not surprisingly, at the presentation we heard the usual vocal outpourings of self interested, parties, the NIMBY folks, and their tiresome rhetoric to find fault or gaps in the EIR. Their only apparent purpose is further delaying or killing this very necessary project and eventually terminating airport commercial operations. It was interesting that even among those people living in the aircraft overflight areas who generally oppose the airport's operations, there were comments on the personal convenience and value in flying out of Long Beach's own airport.

The airport serves all of the people who live and work in Long Beach, not just those who find flight operations objectionable. Though the detractors are relentless and noisier than the flights they whine incessantly about, they are surely a less than truly significant percentage of our population. We believe that for a long time, these people have enjoyed disproportionate, negative influence with our city's leaders and have harmed the operation of our airport and the prosperity of Long Beach.

Those people who choose to live in the "flight path impacted" zones have, in our view, little grounds for complaint. You know that our muni airport's long history of noisy, smelly and exciting flight operations have been occurring long before surrounding areas were populated. That is what happens at airports and anyone living near one who is not a developer or lawyer should understand that.

I remember FAA statistics in the 60s and 70s wherein Long Beach Airport had the third and forth highest number of flight operations in the United States. The former Long Beach Air Force Base and Douglas and Boeing had many thousands of noisy B-17, DC-9 and countless other type aircraft operations, day and night. I can even recall a Strategic Air Command B-47 bomber's (Oh gasp, eight screaming, smoking jet engines) thrilling arrival.

The private and commercial aircraft that operate at our airport today, with hush kits, continually improving engine technology and specialized arrival/departure flight procedures are by far the quietest ever. It has never been better then it is today; tomorrow it will be.

Our specific concerns with the Terminal Area Improvement Project are the following.

- The governmentally mandated and politically timid delays and costs in order to secure approval and construction of a relatively simple, obviously needed facility expansion for the significant benefit of the public is obscene.
- While there is clearly a current prohibition or restrictions against unremediated increases in flight operations, the project has been scaled back from an optimal level. Even the most generous, and only reasonable alternative falls short of satisfying future needs such as the use of larger capacity aircraft like the new A-380. Airlines, whether majors or commuters, will continue to

increasingly employ larger aircraft.

- The failure to provide for Jetway installations will maintain the folksy, 1941ish type stroll across the tarmac to climb the stairs. It does not improve traveler safety, airport security, disabled traveler aircraft access, or facilitate aircraft loading and turnaround time improvements that would reduce aircraft ramp occupancy time.
- The artificial and costly design constraints to continue using a charming old historical building that would be better suited for a warehouse or shops. Is LGB an airport or is it a museum?
- The largest design configuration is only marginally adequate and does not anticipate any future additional space requirements. A modest increase could provide for any future growth (no matter how unexpected or undesirable) and interim or permanent space for other City of Long Beach space needs.
- The current passenger, city and airline airport facilities are not only inadequate, they are shabby and a continuing embarrassment. The EIR review and City Council bureaucratic approval processes are far too long. This is an important need that must be done. Let's get it done ASAP.
- If in fact airplanes overflying the Mini Gant elementary school truly pose a real threat to student learning and health, close the school and bus the students elsewhere. There are many schools -- there is only one, truly needed Long Beach Airport.

Thank you for your consideration of our thoughts and opinions.

Sincerely,

Allan and Louise Cooper

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